

Intimations.

VICTORIA DISPENSARY.

AERATED WATERS.

WATER.—The Water used is absolutely pure.

STEAM PLANT.—Of the latest and most powerful type.

SUPERVISION.—The whole process of manufacture is under the constant supervision of a qualified English Chemist.

The PRODUCT.—Will bear comparison with the Waters made by the most noted makers in England.

DAKIN, CRICKSHANK & Co., LD.,

VICTORIA DISPENSARY. [38]

A. S. WATSON & CO., LD.

CHEMISTS BY APPOINTMENT.

ESTABLISHED A.D. 1841.
MANUFACTURERS OF AERATED WATERS.

OUR NEW FACTORY has been recently refitted with automatic Steam Machinery of the latest and most approved kind, and we are well able to compete in quality with the best English makers.

The purest ingredients only are used, and the utmost care and cleanliness are exercised in the manufacture throughout.

"BOMBAY SODAS."

We continue to supply large bottles as heretofore, *Free of Extra Charge*, to those of our Customers who prefer to have them to the ordinary size.

COAST PORT ORDERS.

whenever practicable, are despatched by first steamer leaving after receipt of order.

For COAST PORTS, Waters are packed and placed on board ship at Hongkong prices, and the full amount allowed for Packages and Emittes when received in good condition.

Counterfoil Order Books supplied free on application.

Our Registered Telegraphic Address is "DISPENSARY, HONGKONG."

And all signed messages addressed thus will receive prompt attention.

The following is a List of Waters always kept ready in Stock:

PURE AERATED WATER
SODA WATER
LEMONADE
POTASH WATER
SELTZER WATER
LITHIA WATER
SARSAPILLA WATER
Tonic WATER
LEMON SQUASH
GINGER ALE
RASPBERRYADE
GINGERADE.

No Credit given for Bottles that look dirty or greasy, or that appear to have been used for any other purpose than that of containing Aerated Waters, as such Bottles are never used again by us.

A. S. WATSON & CO., LIMITED,
The Hongkong Dispensary, Hongkong.

The Hongkong Telegraph.

HONGKONG, THURSDAY, JULY 20, 1893.

TELEGRAMS.

COURT MARTIAL ON THE LOSS OF THE "VICTORIA."

LONDON, July 19th.

At the Court Martial which is now being held at Malin, on the loss of H. M. S. *Victoria*, Captain the Honourable Maurice A. Bonke stated that Vice-Admiral Tryon refused to change his orders even when the collision was imminent, but after repeated urging he consented to order full speed astern; by that time, however, it was too late. Other witnesses confirmed this statement, adding that after the collision Vice-Admiral Tryon admitted that the fault was entirely his.

LOCAL AND GENERAL.

A CALL to arms—a charity sermon.

The P. & O. S. N. Co's steamer *Formosa* left London for this port on the 14th inst.

EDISON, the great inventor, has over 36,000 men in his employ in various parts of the world.

SENHOR Tegada, a South American grandee who palmed off a spurious dollar on one of the *Telegraph* newsmen recently, was hauled off the *Yokohama* as she was sailing for Calcutta to-day, and now he is in jail, for some small debt.

AT the Magistrate's today, before Capt. Hastings, A. Marler, chief officer of the steamship *Memora*, was fined \$10 for driving a carriage and pair furiously at East Point, on the road from Bay View, yesterday. Inspector Brem'er prosecuted.

THE ruby in the centre of the Maltese Cross on the top of the Black Prince is the stone that was given to the Black Prince by King Pedro of Castile after the battle of Navarre. Henry V. of England wore it in his helmet at the battle of Agincourt.

An advertisement in another column notifies that Dr. Dobson will read a paper at the rooms of the British Mercantile Marine Officers' Association to-morrow evening on "How to manage your ship in a typhoon." A 1-1/2 p.m. and during order for the worthy Doctor to have undertaken, surely!

A MEMBER of the Fire Brigade named Waters was charged at the Magistrate's today before Capt. Hastings with interfering with the fire at 280 Queen's Road West yesterday. The evidence showed that he had a hose which he directed towards the fire in such a way that it interfered with other firemen, though he did not cut it. When told by the foreman to stop, he refused, and was abusive. He pleaded that he did not know who was calling to him.—Fined \$7 or 28 days.

THE P. & O. S. N. Co's steamer *Nileus* left Singapore for this port at 6 p.m. yesterday.

Berlin Blet—Do you believe in the faith cure? Old Soak—Oh! yes. One treatment cured all the faith I had. Refer Scotch.

A RECENT telegram from Berlin states that much interest has been aroused by the announcement that Prof. Emmerich, of Munich, and his assistant Prof. Teubert, of Tokyo, have discovered that *Asic cholesterin* is essentially a poisoning with *Asic acid* generated by Koch's comma bacilli.

THE Peruvian bark *Japan*, which was arrested by the ballist yesterday morning in a suit by a Chinese firm to recover \$850, the price of goods supplied, was released in the course of the evening, the claim having been satisfied by the agents, Messrs. and Co., and she left today for Calcutta.

ATTENTION is directed to the Standard Life Assurance Company's advertisement which appears in another column of this issue. The Standard is going ahead by leaps and bounds and is one of the most sterling institutions of its kind in the world. Messrs. Dodwell, Smith and Co. are the local agents.

THE German steamer *Svalow*, which arrived here today from Newchwang and Cheloo, reports that on the afternoon of the 17th inst. the weather became very stormy, commencing to blow heavily from the south-east and veering to north-west, accompanied by tremendous rain. All the deck cargo was washed overboard and some of the bulwarks broken.

A FIRE broke out shortly before six o'clock this morning in the top floor of a mat-bag store at No. 12, Tung Lo Lane, past the Harbour Office, and running between Bonham Strand and the Praya. The men of the fire brigade were promptly on the spot, but the short interval was quite sufficient for the fire to make tremendous progress, amongst such inflammable goods, quickly demolishing the thin walls that separated it from the front row of buildings; so that by 6.30 a.m. the flames had gained a strong hold on No. 124, Bonham Strand. This house, like most of the others on the block, was used as a godown for storing straw goods—chiefly hats, baskets, paper and bamboo ware, and it was simply impossible to prevent it from being put out, all except a part of the shop below.

By 7 a.m.—a fairly strong breeze blowing at the time—the adjoining house No. 122 caught fire, and being fully stocked from floor to ceiling with similar inflammable materials, was soon in flames, while dense volumes of smoke burst from the windows and were blown down into the street below, almost suffocating the firemen and onlookers, and quite preventing the firemen from placing their ladders against the burning pile, although some plucky attempts were made. At last, however, the fire was got under sufficiently for a ladder to be used against No. 122, and Superintendent Woodhouse went up and took a survey of the interior, while Inspector Matheson climbed up from Tung Lo Lane and directed a hose on the upper stories, greatly assisting in getting the flames under control. At 8 o'clock the fire was well under and there was little fear of its spreading, though from the nature of the materials it can hardly be quite extinguished before nightfall. The goods in No. 124 had been insured for \$5,000 in the Balaio (Kruze & Co.) policy expired a few days ago, as the householder thought, and he had therefore removed a good deal of his property only yesterday; but it now turns out that the term ends on July 28th, so that he can claim for what remained. The house in which the fire started also involves the same company to the extent of \$3,500; while Messrs. Reuter, Brockmann, and Messrs. Ed. Schellhaus & Co. have heavy risks on the other burnt houses, including 126, Bonham Strand.

More damaged by water than by fire. In all cases there is evidence, we believe, that the stock was fully up to or over the value assigned. No injury to life or limb is reported. The total damage is estimated at about \$20,000.

THE RACE FOR THE SHANGHAI CHAMPIONS.

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That's his version. Now listen to that of the Secretary of the Shanghai Race Club:—"Shanghai, 27th May, 1893."

D. E. SASSOON, Esq.
Dear Sir,—In reply to your letter of 25th inst. the Stewards of the Shanghai Race Club instruct me to state that, no charge respecting your riding at the past meeting having been laid before them, it is not in their power to take further steps in the matter.

Your complaint of the statements made by several Members was communicated to their respective Members, and as their respective statements contain nothing that would come under the term "unpleasantly or improperly" it is not within the province of the Stewards to take further cognizance of them.

The Stewards are glad, however, to state, in compliance with your request, that they hold you entirely free from any suspicion of unfair riding.

Yours faithfully,
JAMES DALLAL,
Secretary, Shanghai Race Club.

The Secretary's letter is dated May 27th while "Fairplay" bears that of July 4th and although the latter was anxiously awaiting information on a subject in which he was interested he could not obtain that information locally—we have had to supply it for him.

The Secretary's letter, self-contradictory, lamely and loosely put together as it is, reveals the reasons for the Stewards' decision. Mr. Sassoon had not been publicly acquitted of the charge that a few silly and over-excited members made against him. The former had made unmitigated asses of themselves by taking the matter up at all as they did, but having got into a very tight and disagreeable corner, they resolved to sneak out of it in the quickest and quietest way possible, so they instructed the Secretary to write Mr. Sassoon a letter exonerating him of the charges; although the Secretary plainly states that none have been made against him.

Two of Mr. Sassoon's accusers eventually only withdrew the charge which they had made against him, that of having "roped" Blackberry, but they also forwarded to him written apologies; one of these was accepted, while the other was returned. These gentlemen would have found themselves in a most unenviable position had Mr. Sassoon been in any way vindicated.

COLLISION IN THE HARBOUR.

A serious collision between the Dutch steamer *Bantam*, Capt. C. J. van der Borgh, and the German steamer *Amigo*, Capt. A. B. Enders, occurred in Hongkong harbour about half past seven last night. The *Amigo* was anchored off West Point, a good way out, with a crowd of cargo-boats alongside, and had nearly finished unloading her cargo of rice from Saigon. The *Bantam* was coming in from the west, with rice from Bangkok. There was a strong ebb tide, which in Hongkong harbour is from west to east, and so the *Bantam* had to go dead slow. When about opposite the Harbour Office, when there was usually rather a crowd of vessels, making navigation difficult at the best of times, Captain van der Borgh rang the bell to stop the engine in order to avoid the *Amigo*, towards which the current was carrying the *Bantam* as she ported her helm to fetch her anchorage; but before the latter steamer could gather stern way, she crashed through two cargo boats and struck the *Amigo* amidships. About two scores

of Chinese were precipitated into the water, among heaps of wreckage, while the *Amigo's* engine-room quickly filled, and it was seen that the vessel was in danger of sinking at her moorings. Two steam launches, one belonging to the Water Police, which had started to close by, at once assisted to slip her cable and tow her across the harbour, with a view of beaching her on the Two-Fathom Bank, near Yan-ma-li; but before getting so far, her stern took the ground in 38 fathoms, with her bows in the air; it would even then have been easy to tow her to the pier and drag her into shallower water, but for some unknown reason nothing was done, and in less than an hour she was fairly bedded in the mud, with her davits and other deck fittings just showing above water, and her bow still afloat. There she remained until 9.30 a.m. today, when apparently the hull had given way, for the sank altogether, and now her deckhouses are 15 or 20 feet below water level, and only the topmasts and funnel being visible.

(By the way, our morning contemporary says she is in dock, where her owners would be only too pleased to see her; but at present she is sunk, not far from the American mail anchorage.)

The *Bantam* is badly damaged about the bows, where several plates were broken by the edge of the *Amigo's* decktimbers, and will appear to be renewed; but below water she appears to be unharmed. The two cargo boats are total wrecks; one was full of coal for the *Amigo's* bunkers, and had also on board over thirty coolies, so that in the confusion after the accident it is not unlikely some of them were drowned or killed by pieces of wreckage; no definite report as to anybody missing has been sent in, but rumour has it that some half-dozen coolies and three or four children who were living on the boats have disappeared.

The *Amigo* is owned by Herr Michael Johann, Aprandee (Germany) and is believed to be fully insured in home offices. Her value is roughly estimated at about \$150,000. She has still in the hold some 400 tons of rice, consigned to Chinese, and said to be covered in Chinese insurance offices. Nothing was saved from her except her papers, and possibly a few personal effects, though even that is unlikely, as she went down unexpectedly this morning. Her tonnage is 771 net, 1186 gross; she is 220 ft. long, 32 ft. broad, and 16 ft. draught; built in 1884, at Hamburg, by Blohm and Voss, and engaged by the same firm, Herperstein & Co., to sail for Saigon, last trip. Pending receipt of telegraphic instructions from home, it is not really known what will be done with her, but it may be safely anticipated that tenders will be invited for raising her, and of course the Dock Company alone is in a position to respond. A rough guess places the cost at \$60,000, but of course it might be much more or much less, as events may show. She might be put up to auction as she lies, if circumstances render raising too costly.

The *Bantam* is owned by the Amsterdam Company, and was built in 1884 by Ingalls & Co., of Glasgow. Her net tonnage is 1434, gross 2132; 30 ft. long, 37 ft. broad, and 24 ft. draught. The Hongkong agents of the *Amigo* (Messrs. Weller & Co.) have, through their solicitor, Mr. V. H. Deacon, entered a suit in the Colonial Court of Admiralty on behalf of the owners against the *Bantam* for \$20,500, and the defend ant steamer is now under arrest.

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dicible, though, as it is, the lesson may not be thrown away. As for the Stewards of the Shanghai Race Club—well, the couple of capable men who are in their ranks just shield them from annihilation.

SOME AMOY NOTES.

(FROM OUR CORRESPONDENT.)

Amoy, July 16th, 1893.

The tea-season keeps up its activity and promises to be the largest, if not the best in the last decade of the century. The output of Formosa is heavier than ever and the ancient fields of Amoy show signs of renewed vitality. Never do the hongs do so well as at present. The Chinese dealers and speculators are decidedly busy.

The latest lad in the study of the antiquities of Kulangan. It was started a year ago by Dr. Fales and Harbor-master Howard, who did some excellent work in that field. Since the departure of those gentlemen, it has been kept up in a desultory way by quite a number of the community.

One result of the pursuit has been the cleaning of three ancient monuments near the Jardine Junior Mews by the members of that courteous and hospitable body. The inscriptions throw a faint light on the history of nearly two centuries ago. The three are as follows:—

Here lieth the body of
Capt. Stepan. Baker who
was late Commandant
of the SWISS
departs this life
October, 18th Ann. Dom.
1700. Aged 49 years.

Sepultura
de Dominge
PANGKINAN
y otros dos Indios de
Philippina que fallecie-
ron en Oct. Año de 1759.
(Translation.)

Tom
de Dominge
Pangkian
and two other Indians
of the Philippines who
died in October, 1759.

The name in the third line was identified by the Spanish Consul as Pangkian, a small district in the Philippines, which formerly supplied large numbers of seamen to the commerce of the Far East.

This last grave is about the fifteenth that has been discovered. Their dates range from 1680 to 1750 and show that Spain did a thriving business in those forgotten years. They also show that the practice of hiring cheap Lascar and Manila sailors is almost time-honored in its antiquity.

Of equal interest are the researches concerning the native population of Kulangan. The History of Chuan-chow states that it contained two villages, whose inhabitants were successful fishermen and planters. In 1370 the attacked and plundered the village of the "Throne."

In the same year, an army was sent to punish them for their misdeeds. It burned both villages and killed nearly all the people.

From the description given, it seems one of these villages was situated near Ko-Sing's new name and the ice-factory. It further borne out by the fact that in excavating for both these places, the foundations of several buildings were unearthed, some of which were covered with broken tiles, and fragments of earthenware.

The survivors were driven off the island or else left voluntarily for the mainland.

The History of Chuan-chow states that from about 1470 to 1530, there was a movement of fishing-folk from Tong-on and Leng-on towards the sea shore, the emigrants forming settlements on the islands of Amoy, Quemoy, Kulangan and the peninsula of Nan-tai.

There must have been some progress made, as several distinct evidences that they belonged to well-to-do families. By the roadside near the residence of Rev. Dr. Van Dyck is a tomb of the Hwang family, dated 1624. Near the cemetery is a handsome tablet of the same family dated 1610. A tablet erected by the scholar Ch'ih in the joss-house in the rocks above the cricket-ground is dated 1623. The temple under the banyans opposite the corner of the cricket-ground is said to have been founded in 1502. The oldest inscription among the premises is dated 1500. The temple to Kwan-yin, which is the centre of the island, was built in 1600. The great tablets behind Mr. Rich's residence are more recent, having been erected in 1670.

The native history of Amoy gives some curious facts.

In 1622 the red-haired barbarians seized the Pescadores and attacked Amoy. They were forced to retire.

In 1623, the red-haired barbarians made another attempt on Amoy and were again repulsed. In the summer they attacked Kulangan but were repulsed.

In 1630 the red-haired barbarians attacked Amoy but were burnt and driven away.

In 1633, the red-haired barbarians attacked Amoy but were likewise repulsed.

In 1647 Koxinga formed a military colony upon Kulangan. He made a fort at Ling-tow and a camp at Chambo.

In 1655 Koxinga transferred his camp to Formosa.

An inscription at Bellany Dock shows that the Japanese twice attacked and captured Amoy and Kulangan. They held possession the second time for several years but were finally expelled from the port, partly by arms and partly by intrigue.

The first European house on Kulangan was Banyan Villa. It was built by U.S. Consul Hyatt in 1859. The second was built in 1862-3 and is now occupied by Capt. J. Farron.

FOOCHOW NOTES.

(FROM OUR CORRESPONDENT.)

July 15th.

The price of gold-leaf, which a week ago was \$34 per tal, has risen to \$37 per tal weight. A proclamation has been issued by the new Literary Chancellor intimating that the examinations have commenced.

Cheng-Sin-Ye, the new magistrate who arrived here a few days ago from Fok-shing, assumed the duties of his office on Thursday last.

worth the buying." He thereupon left, but earnestly requested us not to make any move till we had heard from him again, and that was the last we saw of the *Kohai Hui* chieftain.

After waiting a while and hearing nothing further, we sent our writer off to ask them definitely what they proposed to do for us. He brought back word that Li Taotai with his colleagues had gone to bed to test themselves, after the fatigue of eating a most sumptuous feast supplied by the Hunanese. He had, however, seen the latter gentleman, and was told to inform us that we would be permitted to go to Sungu, and also escorted, provided we went by boat and not by land, that is, take an uncertain journey of a week possibly, instead of a sure one or two days. We now saw the case was hopeless. Without the help and countenance of the authorities we could do nothing, and it was only too plain that instead of helping us, it would give them a momentary concern, although another tragedy was added to that of Sungu, and we the chief figures in it. Indeed, matters at one time seemed likely to take this turn, so much so that we sent off one of our men to the river side with a note begging Captain Davis to stand by with his steamer till he should hear from us.

When we started to leave, strong efforts were made to detain us. Our going did not seem to suit Captain Yang who, as it turned out, had been really appointed to accompany us to Sungu. We made our way to the landing, however, and had the great pleasure of seeing the *Fukang* just coming into view. It was the pleasantest sight we had seen for a long time. When we got on board we saw Captain Yang rushing down the bank—he had just arrived from the city—and making frantic efforts to follow us. Captain Davis kindly waited for him. When he arrived he said everything had been arranged. We were to return at once, and start immediately for Sungu by land to carry out the original programme; but Capt. Davis said "go ahead," and we were careful not to say stop.

The following reasons were given by our natives to account for the hindrance: we met with in Huangchow. That the Sungu matter was from beginning to end of so outrageous a character that they cannot permit foreigners to see or to know any more of it than they can help. That honest, capable, straightforward Li Taotai had no intention of going beyond Huangchow himself, where he could write his report in comfort, and due time return with all the criminals properly punished on paper. That the Hunan-Kang Hien was determined to save the expense of our escort, which had been ordered by the Hankow authorities on a pretty liberal scale.

The true explanation, although there is no doubt some measure of truth in all these, is to be found in the fact that the Chinese at present do not care two straws for anything foreigners may think or say about any of their actions, no matter how outrageous; and as for anything the foreigners are likely to do, they see no reason to be afraid.

We got back to Hankow within four-and-twenty hours of leaving it—quick work, seeing we spent six of the—in full-scale negotiation with the mandarins. Several things have happened since, but there are limits to time and space.

The following Express has just been sent round:

"A Public Meeting is called for to-morrow at 6 p.m. to bring before the residents the circumstances connected with the outrageous murder, close to Hankow, of two Swedish Missionaries."

"By kind permission of H.B.M. Acting Consul, the above meeting will be held at H.B.M. Consulate."

GEO. E. J. GARDNER,
Chairman,
Hankow Municipal Council."

SHANTUNG.

(FROM OUR OWN CORRESPONDENT.)

WEIHAI, July 18.

The establishment of local post offices seems to be the order of the day. The recent move in this direction at Chefoo, following the example of Shanghai, has created a domino panic among the letter writers of Shantung, who feel, as did the old negro, "D'nt know what mine is going to be the next." This is especially applicable to the unfortunate residents of the interior who for weeks have been harassed by notices from Shanghai and Chefoo warning them to prepay their postage, but up to the present all efforts to secure the requisite stamps have been unavailing. It may not be amiss to mention in this connection that our interior mission stations in Shantung also have their "Local Post Office." The lack of any responsible native post in this province has compelled the several missionary bodies to organize and control their own postage services. True, there are numerous private messengers under the control of mercantile guilds and gamblers, who traverse the country with more or less regularity, but we have tried in vain to secure their services for carrying our "foreign mail." The largest postal system in Shantung under the control of missionaries is that of the American Presbyterian Mission, which has six stations with resident foreigners scattered over the length and breadth of the province, viz., Chefoo, Tanchow, Chingcheow, and Ichow. To unite these stations with the most meagre postal connections requires an overland route of 2,650 li for one way only. Recently an extension of the system to Tanchow has been found necessary by the Ichow station, thus adding another 500 li to the aggregate distance traversed.

This postal system requires a staff of six postmasters, seven messengers, and a passenger-general, and provides a satisfactory delivery at each of the interior stations. Weihai and Chingcheow are favoured with an additional mail, in the alternate weeks, by the courtesy of the English Baptist Mission, which operates a similar system between Chefoo and its three interior stations. The annual cost of the Presbyterian Postal Department is about \$400, and the quantity of mail carried last year aggregated over 4000 cables, or two and a half tons. Thus far, we have not burdened the world with a large quantity of stamps, but beware! For it, perchance, we should issue an American Presbyterian Postage stamp, and other Shantung missions should do the same, the face of an ordinary envelope will not suffice for the various insignia necessary to transmit a letter to or from Shanghai.—N. C. Daily News.

CHUNGKING.

(FROM A CORRESPONDENT.)

June 29th.

We had a bad fire here on the 29th, chiefly remarkable for the rapidity with which it spread, the great amount of destruction accomplished in a very short space of time, and lastly for the benevolence and promptitude displayed by the community (in spite of course) in subscribing for the relief of the sufferers.

The fire broke out on Sunday morning at six o'clock in the south-east suburb between the city wall and the river, outside the Taping Gate. The fire was started by the flames from a coal fire used to fry wheat cakes in one of the common open furnaces devoid of chimney. The flames caught the woodwork, dried by the June sun, and in a few minutes the whole street was ablaze. A fresh breeze blew the flames up over the wall into a quarter of the city

usually considered safe, from being occupied by substantial business houses and first-class shops, separated by party walls rising above the eaves, but fire walls were no protection against the storm of firebrands which rained upon the roofs. The few miser ble squires, called fire dragons, worked by the soldiers, presented a ridiculous appearance but these latter did some useful work in pulling down wooden look-outs and other fire-traps under the eaves of the magistrates, Keng Ho, poor man, was sadly concerned for the safety of his *yamen*, the outer buildings of which he wisely ordered to be pulled down just as the fire had reached his gate and threatened the archives. He then threw his official hat and his necktie into the flames (a substitute for the ancient *son-tine* custom of self-immolation *la Curia*), and so saved the remainder of the threatened city from the devouring element.

Before 10 a.m. all was over, but meanwhile 400 houses had been burnt, among them 300 odd business houses and large shops, with most of their merchandise and contents which they had no time to remove. Foreigners did not suffer, although Messrs. Llewellyn & Co.'s new hand-some shop had a narrow escape, the kitchen behind the back courtyard having caught fire and being only saved by being quickly pulled down. The subscription list is headed by the Taotai, Tis, 1000, other officials Tis, 500, and business houses Tis, 200 each, but to ask these same people to contribute to a reasonable pre-ventive system on a foreign model would be useless.

The river rose 25 feet the last 48 hours and is now 50 feet above winter level. This means an increase of nearly a hundred-fold in the volume of water, and all upward-bound junk have to lay up and wait till the freshest subsides. Crossing the river is very dangerous and one hears constantly of accidents to the ferry-boats, invariably attended with much loss of life. Yet (although our Customs house is on two sides of the river) a steam ferry may not be so much as whispered of to our Taotai, late resident in London and other barbarian cities.—N. C. Daily News.

TIENTSIN.

(FROM OUR OWN CORRESPONDENT.)

June 3rd.

We have every reason to believe that the Viceroy has sent a message to the President of the United States, to the effect that for the present no retaliatory measures will be initiated as regards the citizens of the U.S. resident in China, and further that every effort will be made to protect them and their interests in peace and safety till the assembling of Congress. He evidently hopes that by that time Congress will have come to its senses, that the better sentiment of the mass of the people will have gained the ascendancy, and a more just and friendly legislation will then prevail. The contrast between the attitude and the action of the U.S. Congress needs no comment.

Dr. Macgowan has just returned from the Great Wall, bringing several items of interesting information, as the existence of a meteorite in the Court of the Co-fucian College at Yungping; the remains of a *claydora* of the early Han period, an object of veneration to Korean pilgrims; and the most remarkable news he has brought refers to a race of Manchurian monkeys inhabiting the mountain region of the Great Wall. It forms the southern boundary of Yungping. They are represented as having made astonishing progress in the arts of wine-making and pottery. A recent edition of the official history of Yungping states that lately a large body of immigrating monkeys passed a certain village in crossing from one mountain to another. The boys of the village clapped their hands and shouted at the spectacle, and the monkeys, being frightened, fled, taking their young in their arms, dropping in their flight a number of eastern vessels, some of which would hold a quart. On opening these, the villagers found they contained two kinds of wine, a pink and a green, that had been made from mountain berries. It is said that the monkeys store this liquor for use in the winter when the water is all frozen.

Dr. Macgowan adds that the chronicler cites an author who affirms that in Szechuan there are monkeys who manufacture wine, and he gives the following anecdote in evidence: A party of villagers who desired to try the quality of the monkey wine, placed unobserved a great feast near the monkeys' caves, and then hid themselves. On discovering the food the monkeys went to their caves and brought out their liquor, without which the feast could not be enjoyed. At that moment the villagers rushed out of their hiding-places, and the monkeys, forthwith scampered off, leaving the wine, which they thought their human relations made themselves very. Dr. Macgowan adds that he has met in his Chinese riding an account of monkeys in Chikung who pound fruit in stone mortars to make into wine, and he asks: "Is it likely that all these statements are mere inventions?" It continues oppressively hot, with the mercury ranging well up to 90 in a protected shady place.—N. C. Daily News.

NEWS OF THE WORLD.

MADRID, June 21st.

There has been no abatement to-day of the excitement created by the dynamite explosion near the house of ex-Prime Minister Castillo last night. In addition to the damage already reported and the loss of life and personal injuries, the shock only wrecked a building near by in which a circus performance was in progress, causing a panic.

The grandson of the Marquis of Havana, the President of the Senate, was hit by a piece of falling ceiling and was so badly hurt that he will die. A son of the Marquis of Getafest was trampled to death by the panic-stricken throng. Seven others were severely hurt in the crush, and a large number were less seriously injured. It is believed that the explosion was the work of Barcelona dynamiters, the revolutionists there being very active of late.

A number of arrests, it is said, will be made, chiefly among the men employed in printing offices devoted to the publication of anarchistic documents. Many of these offices were closed a year ago during the anarchistic troubles, but they have been reopened and have flooded the industrial sections with blood-and-fire literature. It is conjectured that the fuse on the bomb that first exploded burned much more rapidly than the conspirators calculated and that the shock of the explosion caused the bombs carried by the second workman to explode, blowing his body into fragments. The dead man was a printer.

Anarchist documents belonging to the well-known anarchist, Ernesto Alvarez, were found in the pockets of the dead man.

CHICAGO, June 21st.
Three members of Queen Victoria's Life Guards were sent to the posthouse to-day at the request of J. M. Burt, United States Inspector of Immigration. Privately, however, Burt and Brooks came to Chicago to take part in the British military tournament. They were discharged the other day and had no money, so they called upon Inspector Burt for passage to London. The Inspector thought that the company having brought them here should send them back, and pending a decision of the case at Washington, he asked the county to take care of the men, who are entirely penniless.

VALPARAISO, June 21st.
Orders were received here to-day from the Secretary of the Navy directing a draft of 1000 men to be sent at once from the receiving ship *Independencia* to the *Adams* to fill existing vacancies. The men will leave Mare Island on Friday with an officer in charge, taking passage on the steamer *Alamida* for Honolulu. The authorities here say that the *Adams* will receive orders by the same steamer to proceed to Samoa.

LONDON, June 22nd.
In the Commons to-day Gladstone stated the alterations the Government had decided to make in the financial clauses of the Irish home rule bill. The proposed provisional term of six years would not affect the financial arrangements. No change in the managing or the collecting of existing taxes would be made.

The Irish Parliament would be empowered to establish new taxes and Ireland's contribution to the Imperial exchequer would be one-third of the ascertained revenue; also of the whole yield of any taxes imposed upon Ireland by the Imperial Parliament expressly for war or special debt.

At the close of the six years' contribution the whole arrangement would be revised. It would be provided that Ireland should collect and manage her own taxation with the exception of the customs and excise duties. John Redmond (Parnellite) member for Waterford City, gave notice that he would oppose the clause preventing the Irish Parliament from collecting and managing the existing taxation as unjust and humiliating to Ireland, and to Great Britain, has presented his credentials to the Queen. The Queen is at Windsor Castle to-day.

PARIS, June 22nd.
In the Deputies to-day the physicians sent to England to report on the condition of Cornillu Hertz stated that his condition is such that extradition is impossible. Millevoye asked several questions concerning extradition and the documents alleged to have been stolen from the strong box at the British Embassy. With regard to the matter, Dr. Dupuy replied that England had done everything possible, but regarding the documents he said that the Public Prosecutor could take no knowledge of such documents.

Millevoye then stated that he had the text of several other documents in respect to negotiations with Austria in Paris. The second secretary of the British Embassy in Paris, M. Millevoye started in to read one of the documents. He got as far as "I saw to-day Clemenceau," when M. Deville interrupted him and begged the President of the Chamber to control the matter an international question. M. Millevoye rather accused M. Clemenceau of delivering to England a private letter that passed between Ribot, Affairs, and the French Minister to Egypt, and between M. Ribot and the French Ambassador at Constantinople. He produced a list of names of persons and papers whom he alleged, England had bribed and the amount of money given as bribes. He read, and under that almost drowned his voice: "La Temba, 50,000 francs; La Molin, 30,000 francs; La Tour, 15,000 francs; Rochefort, 80,000 francs; Clemenceau, 50,000 francs."

At this point the uproar and confusion in the Chamber became tremendous. Members of the extreme left rose and demands were made that Millevoye leave the Chamber. M. Millevoye, however, stood his ground, and when a semiblack of order and quiet had been restored he shouted: "The whole thing is a scandal. Bribes to the amount of 500,000 francs!" M. Bardeau rang from his seat and exclaimed: "I expect the Chamber to vindicate my honour!" M. Clemenceau and all the members of the party of the extreme left insisted that the rest of the paper be read. M. Millevoye again started to read, but M. Dronelle, who is also a Boulangerist, stated that he could not listen to him and would resign his seat rather than do so. The Chamber condemned the documents as spurious and re-elected that time had been foolishly wasted in listening to their presentation. This was adopted by practically a unanimous vote, only four members voting against it, while 489 voted in favor of it. M. Dronelle retired to the committee-room, where he spent a lengthy period, refusing to receive his most intimate colleagues. M. Millevoye left the Chamber declaring that he would resign his seat in order that he might act independently.

Scott's Emulsion of Pure Cod Liver Oil with Hypophosphites is a combination of two most valuable remedies, in a palatable and easily digested form, having great healing and strengthening properties, most valuable in Consumption and wasting diseases. Read the following:—"I have found Scott's Emulsion of great benefit in the treatment of phthisical and scrofulous disease. It is extremely palatable and does not upset the stomach—thus removing the great difficulty experienced in the administration of the plain oil."—D. P. KERR, L.R.C.S., Surgeon, St. Vincent's Hospital, Dublin. Any Chemist can supply it. A. S. Watson & Co. (Limited), agents in Hongkong and China.—(Advt.)

Today's

Advertisements.

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA, VIA AMOY.

THE Company's Steamship

"ESMERALDA,"
Capt. G. A. Taylor, will be despatched for the above Port to-morrow, the 21st instant, at 5 P.M.
This Steamer has Superior Accommodation for Passengers and is fitted with the Electric Light.

For Freight or Passage, apply to
SHEWAN & Co.,
General Managers.
Hongkong, 20th July, 1893. [818]

"SHELL" LINE OF STEAMERS.

FOR HAVRE AND LONDON, VIA SAIGON, THE Steamship

"SPONDILUS,"
Capt. —, will be despatched for the above Ports on or about the 21st August.
For Freight or Passage, apply to
SHEWAN & Co.,
Agents.
Hongkong, 20th July, 1893. [791]

Today's

Advertisements.

BRITISH MERCANTILE MARINE OFFICERS' ASSOCIATION.

SPECIAL MEETING.

A SPECIAL MEETING will be held in the Rooms (No. 16, Praya Central), TO-MORROW (FRIDAY) EVENING, to hear a paper read by Dr. DOBERCK, assisted by Mr. F. G. Chiff, Assistant of the Observatory, on "HOW TO MANAGE YOUR SHIP IN A TYPHOON."

The Chair will be taken by Captain A. TILLET, the President, at 9 P.M. sharp. All Naval Commanders and Officers, and Masters and Officers of the British Merchant Service in port are cordially invited to attend.

By Order of the Committee,
CHESNEY DUNCAN,
Secretary.
Hongkong, 20th July, 1893. [819]

THE STANDARD LIFE ASSURANCE COMPANY.

ANNUAL REPORT, 1893.

THE SIXTY-SEVENTH ANNUAL GENERAL MEETING of the Company was held at Edinburgh on THURSDAY, the 17th April, 1893. A. R. C. PITMAN, Esq., W.S., in the Chair.

RESULTS COMMUNICATED IN THE REPORT.
AMOUNT PROPOSED FOR ASSURANCE during the year 1892 (as per 1893 Proposal) £ 2,295,545
AMOUNT OF ASSURANCE ACCEPTED during the year 1892 (for which 3,455 Policies were issued) £ 1,766,847
ANNUAL PREMIUM on new Policies during the year 1892 £ 68,156
CLAIMS BY DEATH UNDER POLICIES during the year 1892, inclusive of Bonus Additions £ 694,056
CLAIMS UNDER ENDOWMENT POLICIES during the year 1892 £ 11,885
SUBSISTING ASSURANCES on 15th November, 1892 £ 32,438,181
AMOUNT OF POLICIES ISSUED during the last five years £ 7,007,018
ACCUMULATED FUNDS £ 7,741,644
ANNUAL REVENUE £ 1,022,610
DODD WELL CARILL & Co., Agents.
Hongkong, 20th July, 1893. [821]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"NAMO,"
Capt. Harris, will be despatched for the above Ports on SUNDAY, the 23rd instant, at Daylight.
For Freight or Passage, apply to
DOUGLAS LAFRAIK & Co.,
General Managers.
Hongkong, 20th July, 1893. [820]

To be Let.

TO LET,
FROM 1ST OCTOBER NEXT TO 31ST MARCH, 1894.
NO. 2, HILLSIDE, PEAK, for \$45.00 and taxes.

Apply to
A. HERBERT RENNIE,
P.W.D.
Hongkong, 14th July, 1893. [799]

TO LET,
OFFICES in Praya Central, above Messrs. Douglas Laffraik & Co.'s Office.
"THE WILDERNESS," in Calles Road.
OFFICES First and Second FLOORS of No. 4, Queen's Road Central, over the Bank of China, Japan and Straits, Limited.

No. 11 & 12, COOMBE ROYAL—a Large Furnished House at Magazine Gap.
NEW HOUSES in Elgin Street, Peel Street, and Stanton Street.
No. 4, RIFON TERRACE—Bonham Road.
No. 7, PRAYA CENTRAL, at present occupied by the New Oriental Bank (in Liquidation).
No. 4, BLUE BUILDINGS.
FLOORS and GODOWNS in Blue Buildings.
GROUND and FIRST FLOORS of No. 5, Shelby Street.
No. 10, OLD BAILLY.
No. 14, CHANCERY TERRACE, Kowloon.
No. 6, CHANCERY LANE.
Apply to
THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.
Hongkong, 4th July, 1893. [701]

TO LET,
WITH IMMEDIATE POSSESSION.
A SEVEN ROOMED HOUSE at Robinson Road, "PARADE VILLA," with a Large Garden attached, Water and Gas laid on.
ONE GODOWN No. 117, Praya East, Bowrington.

Apply to
DORABJEE NOWROJEE,
Victoria Hotel.
Hongkong, 3rd July, 1893. [761]

TO LET,
NO. 2, SEYMOUR TERRACE.
THIRD FLOOR in No. 4, Queen's Road.
ROOMS in College Chambers.
No. 4, OLD BAILLY STREET.
OFFICES in Victoria Buildings.

DAVID SASSOON, SONS & Co.,
Hongkong, 23rd June, 1893. [631]

DR. KNORR'S

LION BRAND

ANTI-PYRINE.

(DOSE FOR ADULTS 15 TO 35 GRAINS TWICE.)

IS the most approved and most efficacious remedy in cases of HEADACHE, MIGRAINE, NEURALGIA, RHEUMATISM, FEVER, TRIPHS, INFLUENZA, DENGUE, ZYMOTIC, HOOFING COUGH, and many other complaints. It is also the very best Antiseptic. Highly recommended by the Medical Faculty. Ask for Dr. KNORR'S ANTI-PYRINE! Each Tin bears the inventor's signature "Dr. KNORR" in red letters.

"DERMATOL" is the best Vulnerary; its effect in stimulating the closing up of Wounds, is described as amazing.
To be had at every reputable Chemist and Druggist.
Supplies constantly on hand at the China Export, Import, and Bank Co.—Sole Agents for China.
Beware of spurious imitations.
Hongkong, 1st April, 1893. [406]

Intimations.

CARMICHAEL & Co., LD.

RAIN COATS & UMBRELLAS.

TENNIS SHOES, BROWN CANVAS SHOES, SEA BOOTS in all Sizes.
W. D. & H. O. WILKS CAPTAIN, THREE CASTLE, VIRGINIA MIXTURE, TOBACCO AND CIGARETTES.
NEGRO-HEAD TOBACCO.

CARMICHAEL & CO., LTD.

18, Praya Central, Hongkong.

Hongkong, 11th July, 1893.



SOUTHALL'S MOSQUITO CONES

The only remedy which has been found effectual in securing immunity from the attacks of Mosquitoes and other venereal insects.

By burning one of SOUTHALL'S MOSQUITO CONES in Room before going to bed.

PERFECT REST & UNDISTURBED SLEEP ARE INSURED, as the fumes from the Cone drive away, stupefy or kill all insect life, thus rendering Mosquito Curtains Quite Unnecessary.

These Cones are composed entirely of Aromatic Plants carefully selected for their insecticidal properties, and although destructive to insects, they are quite harmless to men and animals. The odour when burning is very agreeable, and hence they may be used to fumigate sick rooms, as the most delicate invalid can support the fragrance.

Manufactured Only in the Laboratories of
Southall Bros. & Barclay, Birmingham, ENGLAND.

Sold in Boxes of 24 Cones by all Chemists and Storekeepers; and by
A. G. WATSON & CO., Hong Kong, Shanghai, and Treaty Ports.

NOTICE OF Firms.

NOTICE.

THE AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

THE AGENCY of the above Company has been transferred to Mr. CHARLES ZANELLA from this date.

DAVID SASSOON, SONS & Co.

Referring to the above, I have taken Charge of the AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY'S Business in this Colony from this date. The Office of the Company has been Removed to Messrs. SANDER & Co.'s Premises, Queen's Road Central.

C. ZANELLA.

Hongkong, 14th July, 1893. [800]

A. E. SKEELS & Co.,

Telegraphic Address "SOBRINOS," Hongkong.

(A.B.C. Code 4th Edition.)

AUCTIONEERS, VALUERS & GENERAL MERCHANTS.

No. 17, PRAYA CENTRAL.

Under Messrs. Douglas Laffraik & Co.'s Office.

Messrs. A. E. SKEELS & Co. undertake Sales Privately, or by Auction, of any class of Goods or Property. Prompt Settlements Guaranteed. Immediate Cash Advances on Goods for Auction.
Cargoes received for Storage, Insurances effected.
Hongkong, 28th April, 1893. [170]

Auctions.

PUBLIC AUCTION

OF VALUABLE LEASEHOLD PROPERTY,

situated on

INLAND LOTS Nos. 1044, 1034 and 1035,

at

TONG LO WAN (CAUSEWAY BAY),

ON

SATURDAY, the 22nd July, 1893.

AT 3 P.M.

EACH LOT MEASURING 15 BY 70 FEET.

For further Particulars and Conditions of Sale, apply to

HUGHES & ROUGH,

Auctioneers.
Hongkong, 14th July, 1893. [796]

GOVERNMENT NOTIFICATION.

No. 270.

THE following Particulars and Conditions of Sale of Crown Land, by Public Auction, to be held on the spot, on

MONDAY,

the 24th day of July, 1893, at 4 P.M., are published for general information.

By Command,
G. T. M. O'BRIEN,
Colonial Secretary.Colonial Secretary's Office,
Hongkong, 8th July, 1893. [811]

Particulars and Conditions of the letting by Public Auction Sale, to be held on Monday, the 24th day of July, 1893, at 4 P.M., by Order of His Excellency the Governor, of One Lot of CROWN LAND at Pak Tam Heung, Kowloon, in the Colony of Hongkong, for a term of 75 Years.

PARTICULARS OF THE LOT.

Registry No.	Locality.	Boundary Measurements.	Area in Acres, Roods, and Poles.	Annual Rent in Dollars and Cents.	Upset Price.
No. 639.	Kowloon Island.	18 18 40 40 720 10 144	18 18 40 40 720 10 144		

AN APPEAL.

THE SUPERIORES of the ITALIAN CONVENT, CAUSE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones.
Ladies' and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery, Materials can be supplied, if required.
The Superiores will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.
Hongkong, 22nd April, 1893. [493]

Hotels.

THE WESTERN HOTEL,

QUEEN'S ROAD WEST.

OLD "BEN" PRESIDES.

A QUIET AND COMFORTABLE HOME

FOR MEN OF THE

MERCANTILE MARINE.

The very best LIQUORS and ACCOMMODATION.

They come as Strangers but leave as Friends.

BEN. FRANKLIN TAYLOR,
Proprietor.

The Share Market.

LATEST QUOTATIONS.
Hongkong and Shanghai Bank—103 per cent.
The National Bank of China, Ltd.—Founders' shares, 100 per cent. sold.

The National Bank of China, Ltd.—Founders' shares, 100 per cent. sold.

The Bank of China, Japan & the Straits, Ltd.—Founders' shares, 100 per cent. sold.

The Bank of China, Japan & the Straits, Ltd.—Founders' shares, 100 per cent. sold.

Chinese Imperial Loan of 1884—2 per cent. premium, buyers.

Chinese Imperial Loan of 1886—14 per cent. premium, buyers.

Union Insurance Society of Canton—483 per share, sellers.

China Traders' Insurance Company—52 per share, sellers.

North China Insurance—110 per share, buyers.

Canton Insurance Company, Limited—112 per share, sales and sellers.

Yangtze Insurance Association—100, sellers.

On Tai Insurance Company, Limited—150 per share, sellers.

Hongkong Fire Insurance Company—320 per share, sellers.

China Fire Insurance Company—83 per share, sellers.

Hongkong, Canton, and Macao Steamboat Co.—327 per share, sellers.

China and Manila Steamship Company—235 per share, buyers.

Indo-China Steam Navigation Company, Limited—40 per cent. discount, sellers.

Douglas Steamship Company—335 per share, sales and sellers.

The Steam Launch Co., Limited—320 per share, sales.

Hongkong and Whampoa Dock Company—70 per cent. premium, buyers.

Geo. Fenwick & Co., Limited—15 per share, sales and buyers.

Hongkong Hotel Company—15 per share, sales and buyers.

Hongkong Hotel Co.'s Six per cent. Debentures—50.

The Austin Arms Hotel and Building Company, Limited—84 per share, sellers.

The Shumson Hotel Co., Limited—44 per share, sellers.

Punjab Mining Co.—44 per share, sales and sellers.

The "Rash" Gold Mining Co., Limited—44 per share, sales and sellers.

The Balmoral Gold Mining Co., Limited—40 cents, per share, sellers.

Société Française des Charbonnages du Tonkin—85 per share, sellers.

The Teikoku Mining and Trading Co., Limited—35 per share, sales and sellers.

London and Pacific Petroleum Co., Ltd.—n/a.

China Sugar Refining Company, Limited—155 per share, old shares, sales and sellers.

Luen Sugar Refining Company, Limited—335, nominal.

A. S. Watson & Co., Limited—11 per share, sales and buyers.

Dakin, Cruickshank & Co., Limited—2 per share, sellers.

Hongkong Dairy Farm Co., Limited—44 per share, buyers.

The Kowloon Land Investment Co., Limited—80 per share, sales and buyers.

The Hongkong Land Investment Co., Limited—80 per share, ex. div., sales and sellers.

The West Point Buildings Co., Limited—23 per share, sellers.

H. C. Brown & Co., Limited—8 per share, sellers.

Hongkong and Kowloon Wharf and Godown Company—340 per share, nominal.

Hongkong Rope Manufacturing Company, Limited—85 per share, sellers.

Hongkong Gas Company—105 per share, buyers.

Hongkong Ice Company—68 per share, sellers.

Hongkong and China Bakery Company, Limited—65 per share, sellers.

The Hongkong Brick and Cement Co., Limited—33 per share, sellers.

The Green Island Cement Co.—50 cents, buyers.

The Hongkong Electric Light Co., Limited—83 per share, buyers.

The Hongkong Steam Laundry Co., Limited—25 per share, nominal.

The Hongkong High-Level Tramway Co., Limited—67 per share, sales.

ON LONDON—Bank, T. T. 2 1/2

Bank Bills, on demand 2 1/2

Bank Bills, at 4 months' sight 2 1/2

Credits at 4 months' sight 2 1/2

Documentary Bills, at 4 months' sight 2 1/2

ON PARIS—Bank Bills, on demand 3 1/2

Credits, at 4 months' sight 3 1/2

ON INDIA—T. T. 1 1/2

On Demand 1 1/2

ON SHANGHAI—Bank, T. T. 7 1/2

Private, 30 days' sight 7 1/2

VISITORS AT THE HONGKONG HOTEL.

Mr. R. Besley. Mr. T. Mitchell.

Mr. H. S. Cooke. Mr. F. E. Sheen.

Mr. E. H. Denick. Mr. J. H. H. H. H.

Mr. H. H. H. H. H. H. H. H. H. H.

Mr. H. H. H. H. H. H. H. H. H. H.

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MAILS EXPECTED.

THE FRENCH MAIL.

The Messageries Maritimes Co.'s steamer Yarra, with the outward French mail, left Singapore on the 19th instant, and may be expected here on the 26th.

THE INDIAN MAIL.

The Indo-China S. N. Co.'s steamer Kaitang left Singapore on the 15th instant, and may be expected here on the 23rd.

THE AMERICAN MAIL.

The P. M. S. S. Co.'s steamer China, with mails, &c., left San Francisco for this port, via Honolulu and Yokohama, on the 13th instant.

THE CANADIAN MAIL.

The Northern Pacific Steamship Co.'s steamer Mogul, from Victoria, B.C., left for Yokohama and Hongkong on the 3rd instant.

THE CANADIAN MAIL.

The Canadian Pacific Railway Co.'s steamer Empress of China left Vancouver for Japan, Shanghai and Hongkong on the 17th instant, and may be expected here about the 6th proximo.

STEAMERS EXPECTED.

The "Glen" line steamer Glenora, from London, left Singapore on the 18th instant, and is expected here on the 24th.

The Ocean Steamship Co.'s steamer Telamon left Singapore on the afternoon of the 18th inst., and is expected here on the 24th.

The P. & O. S. N. Co.'s steamer Nisam, from Bombay, left Singapore on the 18th instant, and may be expected here on the 25th.

The Navigazione Generale Italiana steamer Biadene left Bombay on the 18th instant, and may be expected here on the 26th.

The P. & O. S. N. Co.'s steamer Formosa left London for this port on the 14th instant.

Shipping.

ARRIVALS.

BANTAM, Dutch steamer, 1,457, C. J. van de Berg, 19th July, Bangkok 13th July, Rice.

LAUS, Wegener & Co.

FUPING, Chinese steamer, 523, J. Watts, 19th July, Chefoo 13th July, General—C. E. & M. Co.

NAMKIAN, British steamer, 979, J. W. Witt, 20th July, Penang 9th July, General—Bun Moh.

SWATOW, German steamer, 630, C. Blage, 20th July, Newchwang 12th July, and Chefoo 19th, General—Melchers & Co.

ALWING, German steamer, 400, C. Petersen, 20th July, Pakhoi 17th July, and Hoihow 19th, General—W. & L. Co.

NAMOA, British steamer, 863, J. Harris, 20th July, Foochow 16th July, Amoy 17th, and Swatow 19th, General—D. Laprak & Co.

CLEARANCES AT THE HARBOR OFFICE.

Kwaiyang, British steamer, for Swatow, &c. 20th.

Thales, British steamer, for Swatow, &c. 20th.

Ariz, Danish steamer, for Hoihow, &c. 20th.

DEPARTURES.

July 19, Manila, British str., for Shanghai.

July 20, Galle, British steamer, for Macao and Swatow.

July 20, Japan, Peruvian bark, for Callao.

July 20, Prindilly, British 4-masted ship, for Portland (Oceon).

July 20, Tsalan, British steamer, for Kobe.

July 20, Pentaslar, British str., for Singapore and London.

July 20, Yikang, British str., for Amoy, &c.

July 20, Choyang, British str., for Swatow, &c.

July 20, Kwiyang, British str., for Swatow, &c.

July 20, Thales, British steamer, for Swatow, &c.

PASSENGERS—ARRIVED.

Per Fuping, from Chefoo.—Mrs. Robertson, and children.

Per Namkian, from Penang.—204 Chinese.

Per Namoa, from Foochow, &c.—60 Chinese.

DEPARTED.

Per Pentaslar, from Hongkong for Bombay.

Per Fuping, from Hongkong for Amoy, &c.

Per Namkian, from Hongkong for Amoy, &c.

Per Namoa, from Hongkong for Amoy, &c.

REPORTS.

The British steamship Namkian reports that she left Penang on the 9th instant. Had moderate to light variable breezes throughout. The last 3 days frequent showers with a depressed barometer.

The Chinese steamship Fuping reports that she left Chefoo on the 13th instant. On leaving Chefoo had moderate to fresh breeze and high sea from south with the 10th. Wind north to north-east and moderate breeze. On the 16th had moderate south to south-west wind until arrival.

The German steamship Swatow reports that she left Newchwang on the 12th instant, and Chefoo on the afternoon of the 13th. Had moderate gale veering from north-east to north-west; then moderate weather to the 15th. On the afternoon of the 17th increasing winds commencing south-east, veering south to north-west again. Tremendous high sea. All deck cargo washed overboard and some of the bulwarks broken. From Amoy to port heavy thunder squalls.

The British steamship Namoa reports that she left Roshow on the 16th instant. Experienced light south-westerly air and fine clear weather. Left Amoy on the 17th, and Swatow on the 19th. From Amoy to Swatow experienced light easterly air and fine weather. From Swatow had fresh south-westerly breeze and fine weather during the latter part had fresh south-westerly breeze and showery weather to port. In Foochow the steamships Hasting and Hasting.

In Amoy the steamships Hasting and Hasting.

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Post Office.

A MAIL WILL CLOSE.

For Swatow, Amoy, and Tamsui.—Per Fokien to-morrow, the 21st instant, at 11.30 A.M.

For Singapore.—Per Salatia to-morrow, the 21st instant, at 11.30 A.M.

For Shanghai.—Per Kungshai to-morrow, the 21st instant, at 3.30 P.M.

For Manila.—Per Emerald to-morrow, the 21st instant, at 4.30 P.M.

For Nagasaki, Kobe, and Yokohama.—Per Yvona to-morrow, the 21st instant, at 5 P.M.

For Swatow.—Per Nanchang on Saturday, the 22nd instant, at 11.30 A.M.

For Yokohama.—Per Nisam on Saturday, the 22nd instant, at 11.30 A.M.

For Amoy.—Per Namkian on Saturday, the 22nd instant, at 12.30 P.M.

For Singapore and Bangkok.—Per Phra Nang on Saturday, the 22nd instant, at 2.30 P.M.

For Shanghai.—Per Nanyang on Saturday, the 22nd instant, at 3.30 P.M.

For Singapore and London.—Per Malacca on Saturday, the 22nd instant, at 4.30 P.M.

For Europe, &c.—Per Brunswick on Monday, the 24th instant, at 2.30 P.M.

For Europe, &c., Australia, India and Madras, and Mauritius.—Per Calcutta on Wednesday, the 26th instant, at 11 A.M.

For Shanghai, Nagasaki, Kobe, Yokohama, Victoria, and Vancouver, B.C.—Per Empress of Japan on Wednesday, the 26th instant, at 11.30 A.M.

For Nagasaki, Kobe, Yokohama, Honolulu and San Francisco.—Per City of Peking on Thursday, the 27th instant, at 12.30 P.M.

SHIPPING IN HONGKONG.

STEAMERS.

AMIGO, German steamer, 771, T. Bendixen, 16th July, Saigon 12th July, Rice—Wilder & Co.

ASE, Danish steamer, 593, Storm, 19th July, Hoihow 16th July, and Hoihow 18th, General—R. Marty.

AVOCHER, British steamer, 1,056, T. Rowin, 11th July, Bangkok 30th June, and Koh-chang 4th July, Rice—Melchers & Co.

BENLOKE, British steamer, 1,150, J. Sarchet, 14th July, Saigon 10th July, General—Woo Kee.

BENLAVERS, British steamer, 1,484, A. Webster, 16th July, Kobe, and Moji 11th July, Coals and General—Gibb, Livingston & Co.

CHUM, German steamer, 622, W. Wendt, 14th July, Hoihow 12th July, Rice and General—A. R. Marty.

CITY OF PEKING, American steamer, 3,129, R. R. Searle, 17th July, San Francisco 24th June, and Yokohama 11th July, Mails and General—P. M. S. S. Co.

CROMARTY, British steamer, 1,864, W. S. Duncan, 16th July, Samarang 7th July, Sugar, Jardine, Matheson & Co.

CROWN OF ARAGON, British steamer, 1,486, J. G. Doward, 17th July, Zanzibar 21st June, General—C. E. & M. Co.

EMPEROR OF JAPAN, British steamer, 5,044, F. G. Monavist, 17th July, Vancouver 26th June, Yokohama 10th July, Kobe 12th, Nagasaki 13th, and Shanghai 15th, General—C. P. Railway Co.

ESMERALDA, British steamer, 966, G. Taylor, 11th July, Manila 8th July, General—Sheehan & Co.

FAIR, British steamer, 117, Captain McIsaac, Hongkong Government tender.

FOKIER, British steamer, 509, W. Davis, 18th July, Tamsui 16th July, and Amoy 17th, General—D. Laprak & Co.

HONGKONG, French steamer, 750, C. Eastrom, 8th July, Hoihow 6th July, Rice—A. R. Marty.

HUPPE, British steamer, 1,846, T. Quail, 15th July, Java 7th July, Sugar, Butterfield & Swire.

INDEPENDENT, German steamer, 1,003, Schiffer, 11th July, Matanzas 15th June, General—Wilder & Co.

KUNOHA, Chinese steamer, 602, F. Soden, 18th July, Canton 18th July, General—C. M. S. N. Co.

MANDARIN, British steamer, 1,170, C. W. Ralston, 13th July, New York 11th May, Port Said 6th June, and Singapore 6th July, General—Gibb, Livingston & Co.

MATHILDE, German steamer, 600, P. Moos, 18th July, Quilhon 13th July, and Tournon 16th, General—Slesman & Co.

MEMPHIS, British steamer, 826, B. Branch, 14th July, San Francisco 9th July, Timber, Rattans and General—Butterfield & Swire.

NANCHANG, British steamer, 1,062, E. Florsen, 18th July, Canton 18th July, General—Butterfield & Swire.

NANTHAN, British steamer, 805, J. Blackburne, 18th July, Singapore 12th July, Timber—Hop King Hong.

NISTOR, British steamer, 1,269, J. Pottinger, 17th July, Saigon 8th July, General—Butterfield & Swire.

PIRA, CHOM, British steamer, 1,011, J. F. Ford, 19th July, Bangkok 9th July, and Koh-chang 13th, Rice and General—Yuen Fat Hong.

PIRA NANO, British steamer, 1,021, W. H. Watton, 17th July, Bangkok 11th July, Rice and General—Yuen Fat Hong.

PILOT FISH, British steamer, 161, A. Stoppani, Hongkong and Whampoa Dock Co.

PROSPERITY, British steamer, 1,357, W. H. Farand, 14th March, Saigon 9th March, Rice and Paddy—Arnold, Kerber & Co.

SALATIA, German steamer, 1,670, E. Christian, 18th July, Kobe 11th July, General—Slesman & Co.

SHOAL, British steamer, 1,054, J. Price, 18th July, Bangkok 9th July, and Hoihow 10th, Rice—Butterfield & Swire.

TALLUS, Norwegian steamer, 1,539, J. Amundsen, 18th July, Ketchikan 12th July, Coals—Mitsui Bussan Kaisha.

TEIKOKU, German steamer, 1,579, W. Breitung, 15th July, Saigon 11th July, General—Slesman & Co.

VERONA, British steamer, 1,876, C. H. S. Tague, R.N.R., 17th July, Yokohama 8th July, Mails and General—P. M. S. N. Co.

WUOTAN, German steamer, 1,950, A. Ott, 12th July, Karatsu 6th July, Coals—Laus, Wegener & Co.

ZAVIRO, British steamer, 675, A. W. R. Cobban, 18th July, Manila 15th July, General—Sheehan & Co.

SAILING VESSELS.

ABYRIA, British bark, 1,148, H. W. Dimp, 5th July, Singapore 17th June, Timber, Master.

CHERIE, Danish bark, 1,118, H. Federsen, 9th June, New York 29th December, Kerosene Oil—Order.

HABITANT, British ship, 1,619, W. R. Potter, 14th May, New York 24th Dec., Oil—Melchers & Co.

HENRY FALLING, American ship, 1,879, G. Meriman, 15th June, San Francisco 30th April, Oil